

Scope of Analysis in view of the Comparative Study of **Cash in Transit** Legislation within 25 EU Member States



13/06/2008

overview of the legislations governing cash in transit (private security) in 10 new EU
Member States who joined EU on 1st May 2004

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General information

- This study is a follow up study of the CIT survey published in 2004
- The main focus is on the situation in the new M.S.
- General observations have been made in view of the entire E.U.

General observations for 10 new Member States since previous survey

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Legal CIT definition

Yes	No
Estonia	Cyprus
Lithuania	Czech Republic
Poland	Hungary
Slovenia	Latvia
	Malta
	Slovakia

ACCESS CONDITIONS

- COMPANIES
- HOC / MANAGEMENT
- EMPLOYEES

Access conditions Companies

- Duration license :
 - Mainly 5 years
 - Some yearly renewable
 - Some indefinite

- Licensing authorities
 - Ministry of Interior
 - Police Dpt. (H.o.P.)
 - Ministry of transport
 - Local authorities
 - Sometimes combination

Access conditions HOC / Managers

- Authorization is granted by :
 - Ministry of Internal Affairs
 - Police
 - Local dep't. responsible for issuing license
- Conditions
 - Age
 - Avg. min. 18 yrs
 - No max.

Access conditions employees

- Authorities
 - Ministry of Internal Affairs
 - Chief of Police
- Conditions
 - Age limit
 - Min. 18 -21
 - Generally no max
 - Criteria of morality
 - Clean criminal record

Training

- HOC / Mgmt
 - Organised by :
 - Mainly in company training
 - Relating to :
 - Legal matters (i.e. safety law, fire protection,
 - Technical CIT matters
 - Duration :
 - mainly non specified

Training employees

- Organized by
 - Official institution
 - Special administration of Police Dep't or specialized organisation
 - Internal training
 - Vocational training
- Duration : varies between non specified and 320 hrs
- Content & certification
 - Theory and OJT
 - Legal issues, understanding of sector and job
 - Technical elements
 - Often descibed by responsible licensing authority
- Refreshment
 - Voluntary by company

Weapons - Employees

- Authorisation
 - 80 % of the M.S. allows
- Type of fire arms
 - Mainly small weapons or handguns
- conditions
 - Permit ltd period (avg = 5yrs) and renewable
 - Police usually issues permit
 - Clean criminal record
 - Limited to job and no private weapons

Weapons – Companies

■ Autorisation

- Ministry of Internal Affairs
- Police

■ Detaining

- Specific requirements ie storing and carrying the weapons

■ Duration

- avg. 5 yrs

Modalities for execution of CIT activities

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Nature of the transported goods

- Classic content coins, banknotes, jewels, documents, gold,...
- Generally armoured vehicle
- Armouring level varies
- Tracking system varies from n/a to GPS

Means of communication and signalling

- Communication : mainly radio and mobile phone
- Signalling : mainly distinct markers on vehicle to allow recognition from a distance
- The available regulation mainly pertains to the size and type of signalling

Intelligent Banknotes Neutralisation System

- Cross pavement neutralisation systems are widely used
- Not regulated as a rule
- Regulations of content (amount / type) and technical description of system
- Certified for limited period of time (technological evolution)

Firearms

- Generally limited to handguns
- Usually carried by crew
- Sometimes 1 in vehicle
- Conditions are often described in weapons regulation

Security guards

- Rules imposed by transport law :
 - Driving time : avg. 8 hrs / shift
 - Working time : avg max. 12 hrs / shift
- Rules imposed by security law
 - Driving at night : generally allowed
- Collective equipment :
 - mainly unavailable
- Composition of the crew :
 - Varies and avg. 2-3 men crew
- Escort :
 - yes in some cases

Obligations to be fulfilled by the customer

- Remains largely unregulated

Highway code

- Generally speaking no specific exceptions
- In some cases depending on the urgency or type of transport (ie buslanes,...)

Premises of the CIT company

- Generally speaking no specific regulations
- Insurance requirements
- Some general requirements (fences, locking)

Obligations towards police

- General rules of collaborating with the police when invited to do so;
- Respond to request of police;
- No special regulation in this area

Specific national rules

- Organisation of itineraries
- Conditions under which the crew can leave the vehicle

Largely unregulated and left to the discretion of the company

Incidents during CIT operations

- Psychological follow up
- Social protection

Largely unregulated

Sometimes compensated in company
policy

Control and Sanctions

- Controlling bodies
 - Mainly Ministry of internal affairs or the police
- Nature of sanctions
 - Withdrawal of license
 - Warning
 - Fines
 - Imprisonment

Conclusions

There is a noticeable difference in level of regulation

Mainly with respect to the organisation of the CIT transports.

General absence of specific CIT regulation as opposed to Security regulation